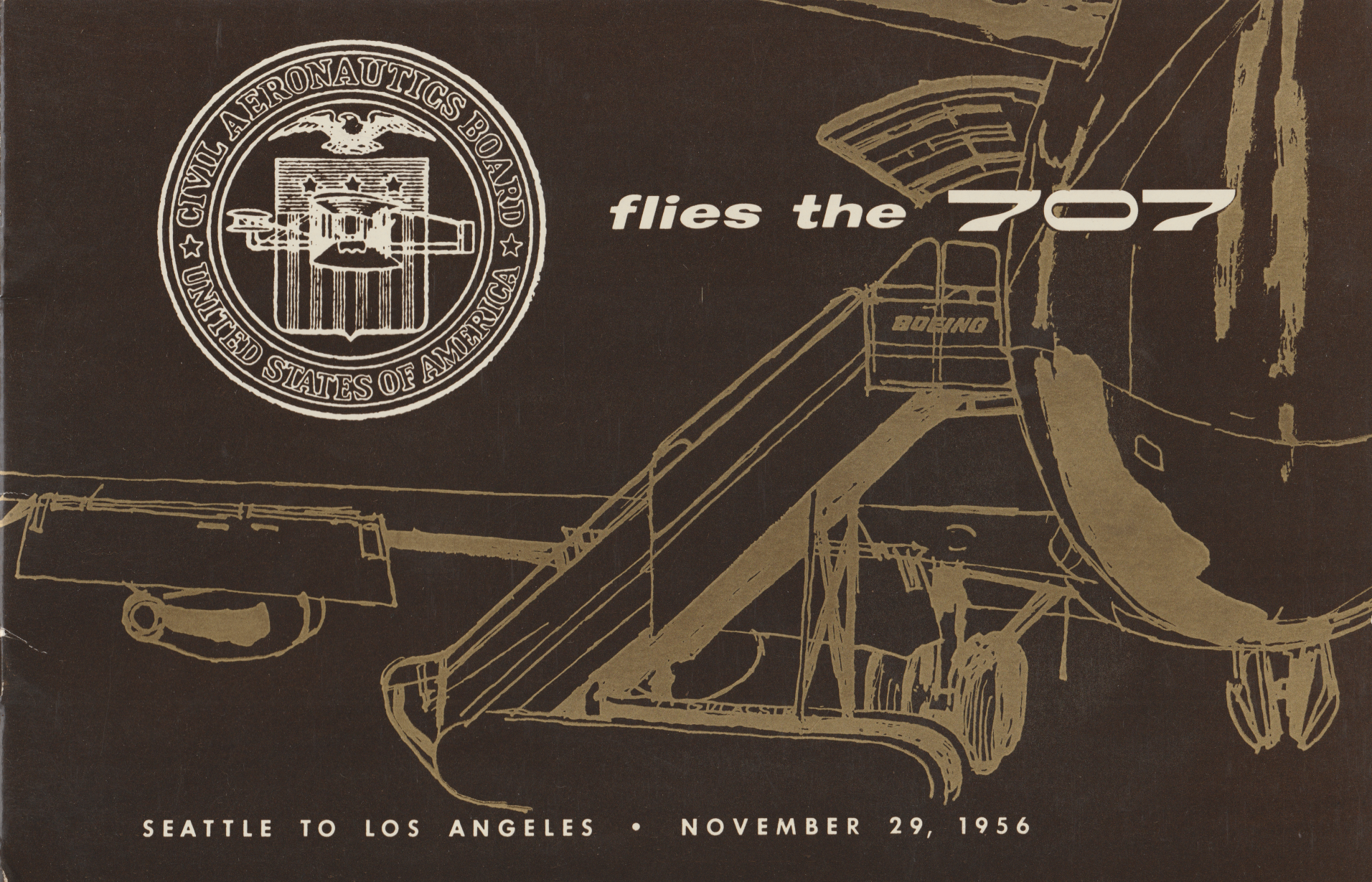
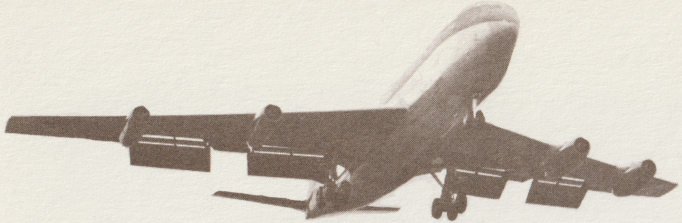

CIVIL AERONAUTICS BOARD
UNITED STATES OF AMERICA
flies the 707
BOEING
SEATTLE TO LOS ANGELES • NOVEMBER 29, 1956

Civil Aeronautics Board members and staff wave goodbye prior to boarding the Boeing 707 jet transport prototype at Boeing Field, Seattle, for their flight to Los Angeles.



In the Cockpit, 707 Pilot A. M. "Tex" Johnston, Chief of Flight Test.

This brochure has been prepared as a souvenir of your first 707 flight from Seattle to Los Angeles on November 29, 1956.

We of the Boeing Airplane Company appreciated the privilege of presenting the 707 jet prototype airplane to you with this informal flight.

Our efforts in design and construction of the 707 are to make it the world's finest and safest commercial transport airplane.

We hope you were pleased and trust you will have many more pleasant 707 flights.

BOEING AIRPLANE COMPANY
TRANSPORT DIVISION
J. B. Connelly
VICE PRESIDENT - GENERAL MANAGER

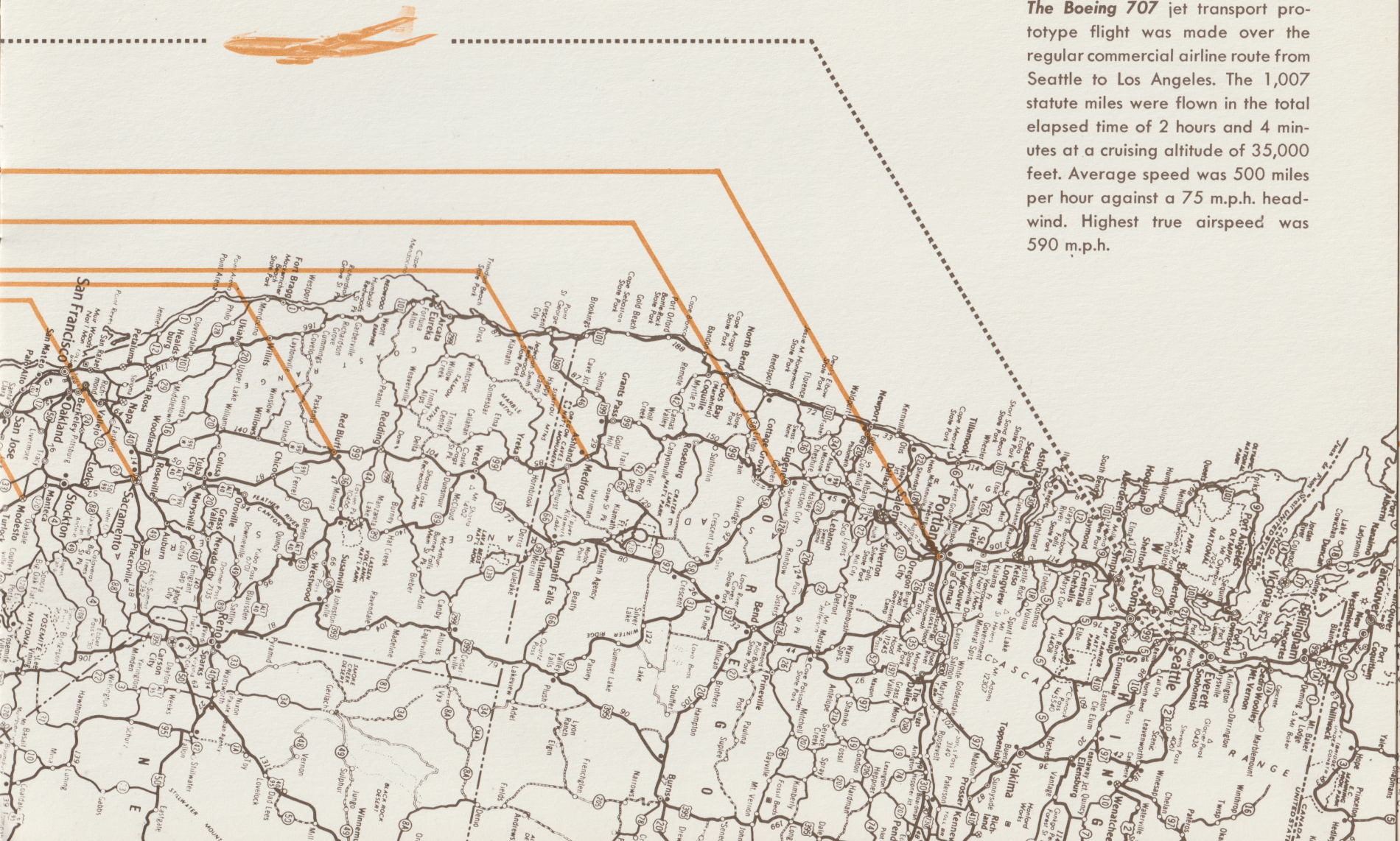
FLIGHT LOG

TIME OF DAY	ALT. FT.	IAS KNOTS/M	CHECK POINT	NEXT CHECK POINT	EST. TO NEXT CHECK POINT	REMARKS				
						151,000 LB GROSS WEIGHT				
1507						START ENGINES	2, 1, 3, 4			
1509						TAXI				
1511						TAKE OFF	N → S			3300 FT. RUN
1513	6000	290				CLIMBING				
1520	20,000	285				✓				
1525	27,000	275				✓				
1527	30,000	278				✓				
1531	34,000	272	PORTLAND	EUGENE	1542	✓				
1532	35,000	275				LEVEL OFF - AVE. R/C 1670 FPM				
1535	35,000	.85				CRUISE				
1544	35,000	.85	EUGENE	MEDFORD	1556					
1548	35,000	.85				DME INDICATES 69 MILES TO MEDFORD				
1557	35,000	.85	MEDFORD	RED BLUFF SACRAMENTO	1617	TAS 580 MPH	GR. SP. 460 K			
1617	35,000	.85	RED BLUFF SACRAMENTO		1631					
1631	35,000	.85	SACRAMENTO	MODESTO	1638					
1637	35,000	.85	MODESTO	FRESNO	1648					
1648	35,000	.85	FRESNO	BAKERSFIELD	1700					
1659	35,000	.85	BAKERSFIELD	LA	1715					
1701	35,000	.85				CANCEL IFR - START DESCENT				
1706	25,000	325/.77				DESCENDING				
1711	10,000	330/.60				✓				
1713	3,000	220				LEVEL OFF - DROP GEAR				
1715						LAND				
1723						SHUT DOWN				
						FLIGHT TIME 2:04				
						GROUND DISTANCE 876 NAUTICAL MILES				
						FUEL USED 25,600	LB.			

RECORDER	RMR	TITLE CAB - SEATTLE TO LOS ANGELES	MOD 367-80
OBSERVER	✓	STATION PHOTORECORDER TEST NO. 276-1	SER NO N 70700
DATA UNITS	NOTED	BOEING AIRPLANE COMPANY SEATTLE 24, WASHINGTON	
DATE	11/29/56		

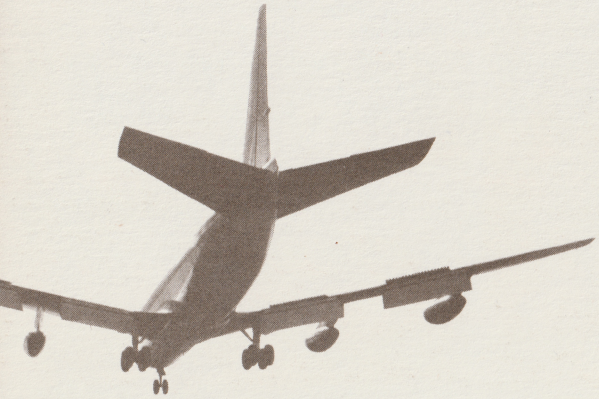
BAC 1321 B-R1

The Boeing 707 jet transport prototype flight was made over the regular commercial airline route from Seattle to Los Angeles. The 1,007 statute miles were flown in the total elapsed time of 2 hours and 4 minutes at a cruising altitude of 35,000 feet. Average speed was 500 miles per hour against a 75 m.p.h. headwind. Highest true airspeed was 590 m.p.h.

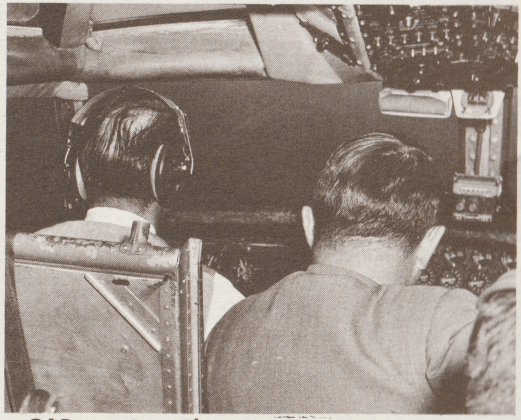


James R. Durfee, CAB Chairman, sat in the pilot's seat on part of the flight to Los Angeles.

Joseph P. Adams, CAB Vice Chairman, at the flight controls of the 707.



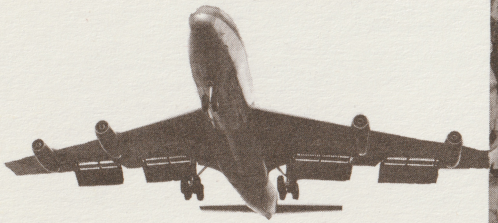
Harmar D. Denny, CAB member, in the pilot's seat of the 707.



CAB member ***Chan Gurney*** observes at first hand 707 performance characteristics.

Members of the CAB Staff aboard the 707 enroute to Los Angeles. Fifteen staff members made the trip.

Crowds greet arrival of the 707 prototype at the Los Angeles International airport.



The Board members and staff are shown leaving the 707 following its arrival.

Reporters interview CAB members aboard the Boeing 707 after Los Angeles landing. Third from left: Joseph Adams, Harmar Denny, James Durfee, Chan Gurney, and "Tex" Johnston, Boeing Chief of Flight Test and 707 pilot.

Jet Age Will Bring Faster, Cheaper, Safer Air Travel

By ROBERT L. TWISS

The jet age will bring faster, cheaper and safer air travel, four members of the five-man Civil Aeronautics Board agreed in Seattle yesterday.

Then the C. A. B. members, headed by James R. Durfee, chairman, flew to Los Angeles in the Boeing Model 707 jet-transport demonstrator.

For Durfee and Chan Gurney, another of the board, the two-hour four-minute run was their first jet flight. Joseph P. Adams, vice chairman, and Harmar D. Denny previously had flown in small jets.

The 707, bucking 75-mile-an-hour headwinds on the Los provide more carrying capacity than needed for world-wide air routes.

Fares Undetermined

The board said any change of fares for jet flight would have to await several months of air-line jet-operating experience.

Members agreed that few "substantial" amendments to rules are needed for civil-jet operations. They said the board "sees no delay in the time-table for jet operations" because of rule revisions.

The C. A. B. has scheduled a conference in February to discuss performance limitations

— SEATTLE TIMES

Fly in Boeing Speedster

CAB Here to Tour L.A. Jetliner Plants

America's jet age in passenger transportation is so close at hand that four members of the Civil Aeronautics Board were in Los Angeles today for an inspection tour of jet transport manufacturing plants.

How did they get here? By jet passenger liner, of course.

Whisked here nonstop from Seattle in two hours and four minutes aboard the prototype Boeing 707, the four CAB members, accompanied by 14 other CAB officials, had naught but the highest praise for the performance of the nation's first jetliner.

Only the pilot, A. M. "Tex" stops today at the Douglas Santa Monica plant and the Lockheed plant at Burbank, and a stop at San Diego's Convair tomorrow, will come knowledge and information which will better equip them to devise safety rules and regulations for the jet transportation age now looming directly ahead, Durfee said.

Jet passenger liners, which CAB members say

— LOS ANGELES HERALD & EXPRESS

Aviation News

CAB Group Here in Jet

By TOM TOWERS
Examiner Aviation Editor
(Picture on Page 2)

"America is on the threshold of a new air age. The jet-powered commercial transport will provide the traveling public with cheaper and faster transportation. The potential of this new medium of travel is unlimited."

This prediction was made last night at International Airport by James R. Durfee, Civil Aeronautics Board chairman, who arrived in a Chamber of Commerce. Nineteen airlines were represented.

Besides the CAB group, the 707 brought some 15 Christmas trees from the Pacific Northwest as gifts for the city of Los Angeles, the Chamber

— LOS ANGELES EXAMINER

C. A. B. Approves Boeing 707 Jetliners

BY WILLIAM SCHULZE

The Civil Aeronautics Board, America's supren court of aviation, publicly put its stamp of approv Thursday on the Boeing Airplane Co. 707 jetliner.

"Our presence here is a demonstration of sublime confidence," said James R. Durfee, C. A. B. chairman, at a Seattle press conference preceding the Board's flight to Los Angeles in the 707.

Chan Gurney, C. A. B. member, nodded agreement and added:

"We have great confidence in Boeing."

Four of the five C. A. B. members and 14 of their top aids boarded the 707, prototype for commercial jet airliners and the first jetliner to fly in America, at 3:11 p. m. for the trip

the entire Board, with th exception of G. Joseph Mi etti who was unable to h here, and most of our depar ment heads, have flown o the same airplane at th same time," said Durfee.

Highlighting this is the fa that the 707 presently is cer fied only as an experiment airplane.

Harmar D. Denny of t Board commented, after a thr hour briefing on the 707 by t Boeing technical experts, th the Board had been "astounde

— SEATTLE POST-INTELLIGENCER

Many air-minded visitors remained after dark to look over America's first jet transport prototype prior to its being readied for its record return flight to Seattle the following day.

JAN 15 1957

LITHOGRAPHED IN U. S. A.

TSR-398

BOEING AIRPLANE COMPANY

TRANSPORT DIVISION